

COUNTRY Eastern Germany SECRET CONFIDENTIAL REPORT 50X1-HUMTOPIC Brand AirfieldEVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 50X1-HUMDATE OF CONTENT [REDACTED]DATE OBTAINED [REDACTED] DATE PREPARED 12 August 1952REFERENCES [REDACTED]PAGES 3 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

1. [REDACTED] the following aircraft and air act: 50X1-HUM
Brand airfield between 30 June and 5 July 1952:

30 June. Nineteen type-27 and type-30 planes on which maintenance work was being done were parked on the hardstand of the field. There was no flying.

1 July. There was no flying in very warm and cloudless weather. Nineteen aircraft were again observed on the hardstand. [REDACTED]

[REDACTED] Soldiers examined two sleeve targets on the southern taxiway. 50X1-HUM

2 July. Between 6 a.m. and 4 p.m., individual take-offs were made at irregular intervals. It was very warm and sunny. During air activity, [REDACTED] 50X1-HUM

3 July. There was no flying.

4 July. The weather was warm and cloudless. The first take-off was made at 6:15 a.m. Additional take-offs were observed at 6:30, 6:45, about 7 and at 7:15 a.m. About noon, two formations of three planes took off. At 4 p.m., 14 aircraft were observed on the hardstand. Landings were made by a type-27 [REDACTED]

[REDACTED] at 4 p.m., a type-27 [REDACTED] at 4:05 p.m., and 50X1-HUM another type-27 at 4:10 p.m. Flying was discontinued about 5:30 p.m. About 6 p.m., 19 aircraft were counted on the hardstand.

5 July. No flying was observed up to 2 p.m.

2. [REDACTED] 50X1-HUM

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3. [redacted] the following flying times were fixed for the coming week: On 4 July, from 6 a.m. to 6 p.m. and on 3 July, after 9 p.m. (2) 50X1-HUM

4. [redacted] the tire of a plane burst during a landing on 2 July. The metal of the rim began to burn and the plane skidded to a position diagonal to the runway. On 4 July, the fire truck was parked just next to the runway at the point where the aircraft touched ground; previously the fire truck was parked at the hardstand during the air activity. 50X1-HUM

5. A total of 2,500 cubic meters of timber was required for the scheduled shrapnelproof revetments at the field. Since this quantity of timber could not be procured for this field and other airfields where the same construction projects were planned, Lieutenant Colonel Streltsov (fnu) of the air force construction staff in Werder on 4 July cancelled the order to have these revetments built. The revetments were to be constructed of concrete, while the parking aprons were to be constructed in the previously planned manner. A test revetment was to be built for inspection and approval by the commander-in-chief of the Twenty-Fourth Air Army. (3)

6. During the nights of 30 June, 1 and 2 July, Soviet soldiers erected a barbed wire fence, 3 km long, along the northern taxiway. After 7 or 8 p.m., three sentries continually patrolled along the fenced-in area. They strictly controlled all passing workers. The commanding officer at the field requested that the passes of all workers who were employed at the construction site be provided with the photographs of their bearers. This was refused by the construction staff because of the costs involved. Instead orders were given that at the change of shifts, the individual groups of workers be escorted by Soviet soldiers to and from their places of work. Security measures at the areas occupied by Russians were increased to such a degree that neither LM nor officers could get in touch with Germans. (4)

7. Motor vehicles observed at the field included sedan [redacted] which was used by a major of the komendatura, who wore gold-bordered blue epaulets, tank truck [redacted] with a trailer, and tank trucks [redacted] 50X1-HUM

8. The following air activities were observed at the field between 7 and 12 July:

7 July. There was night flying until 4 a.m. Take-offs were made at 9:35, 9:39, 9:54, 9:59 and 10:11 p.m. [redacted]

[redacted] a twin-engine plane landed at the field about 11 a.m. and again took off about noon. 50X1-HUM

8 July. There was no flying throughout the day.

9 July. At 5:45 a.m., eight type-27s took off at short intervals. At 9:10 a.m., nine type-27s took off within 4 minutes. After 10 minutes, the planes crossed the field in wedge formation heading west at an altitude of 2,000 meters. Type-27s landed at the field at 10:20 a.m. [redacted]

[redacted] Night flying was practiced between 9:30 p.m. and 2:30 a.m. Individual take-offs and flying in formations of three planes was observed. 50X1-HUM

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10 July. There was no flying.

11 July. There was little flying between 6:30 a.m. and 4 p.m.

12 July. There was no flying.

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Comments.

(1)

(2)

the flying times of the bomber regiment were fixed beforehand because of construction work on the hardstand. The hardstand on the southern taxiway is to be extended to the east. The construction project is referred to as a hardstand

(3)

(4) This information confirms that security measures by the Russians have been intensified during the preceding months.

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(5)

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